

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
New Hampton Train Derailment - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VII

Subject: POLREP #3
New Hampton Train Derailment

New Hampton, IA
Latitude: 43.0368289 Longitude: -92.3805208

To: Todd Davis, EPA

From: Heath Smith, OSC

Date: 9/1/2021

Reporting Period: September 1 to September 2

1. Introduction

1.1 Background

Site Number:	Z7FS	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	OPA	Response Type:	Emergency
Response Lead:	PRP	Incident Category:	Removal Assessment
NPL Status:	Non NPL	Operable Unit:	
Mobilization Date:	8/27/2021	Start Date:	8/28/2021
Demob Date:		Completion Date:	
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	IDNR on Site
FPN#:	E21704	Reimbursable Account #:	

1.1.1 Incident Category

Emergency Response

1.1.2 Site Description

On August 28, 2021 a Canadian Pacific train derailed due to flood waters that washed out a bridge over a side channel of the Little Wapsipinicon River west of New Hampton, Iowa. Initial information was that six locomotives and eight to ten railcars were submerged in floodwater. One or more locomotives discharged diesel fuel. In addition, one of five railroad cars carrying anhydrous ammonia was punctured resulting in a catastrophic release of the tank car's contents.

New Hampton Fire Department initially responded to the incident and established incident command. Local authorities evacuated a 1.7 mile radius around the scene of the wreck on 8/28, which included 40 people. That evacuation order was lifted at 1400 on 8/29/2021. Air monitoring was established around the wreck area, staging area and near residential home located less than 1,000 feet south of the scene.

IDNR is acting as lead environmental agency and Federal On-Scene Coordinators are supporting State Responders.

1.1.2.1 Location

The location of the train derailment is approximately 3.5 miles west of New Hampton and south of 220th Street in rural Chickasaw County, Iowa. Coordinates of the site of the derailment are 43.0368289, -92.3805208.

1.1.2.2 Description of Threat

Six diesel-electric locomotives with a combined potential volume of approximately 36,000 gallons of diesel fuel and lube oil derailed in flood waters of the Little Wapsipinicon River. Sheen and diesel fuel were observed in the flood waters surrounding the derailed locomotives. One rail car containing anhydrous ammonia released its contents to the environment. Four additional rail cars containing anhydrous ammonia derailed with minimal or no observed releases.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Oil sheen and diesel fuel odors have been detected in the flood waters of Little Wapsipinicon River which flow into the Mississippi River just north of the Quad Cities.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

Since all locomotives and rail cars, including the anhydrous tanker cars have been removed from the scene of the wreck and staged, focus of the environmental crews has been to contain and collect accumulated oil.

2.1.2 Response Actions to Date

Environmental crews continued to focus on containing and removing oil accumulated in areas north and south of the railroad track right-of-way. Crews used sorbents and two vacuum trucks as they worked to remove oil ahead of forecasted rain. The day crew and the former night crew were working in tandem as operations shifted to daylight hours only.

Canadian Pacific Railroad mobilized an assessment team to assess areas downstream of the wreck site. The assessment team intends to assess both the high water or flood water shoreline as well as the current extent of the river which has receded significantly back into the river banks. They estimate they will be active through Sunday September 5.

EPA and IDNR also performed assessments between the wreck site and the Little Wapsipinicon River. Staining and light impact was observed south of the residential property on the south side of the railroad tracks near coordinates 43.032791, -92.381207. Water flowing from the south side of the wreck site flows overland and through an old river channel until it enters the Little Wapsipinicon River at coordinates 43.031116, -92.382691, or approximately 1/2 mile south. Water from the north side of the tracks once flowed through the railroad bridge that washed out but now is being diverted down a ditchline adjacent to and north of the railroad tracks and entering the Little Wapsipinicon at coordinates 43.0355682, -92.3831531, approximately 1,000 feet west of the scene of the wreck.

Approximately 5,500 gallons of diesel was removed from staged locomotive fuel tanks.

In addition to oil recovery, Canadian Pacific Railroad environmental crews continued air monitoring within vicinity of workers at the site.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Canadian Pacific Rail is believed to be the responsible party and has mobilized resources to contain and cleanup oil and hazardous materials released from the train derailment.

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
Diesel Fuel	liquid	TBD			TBD
Anhydrous Ammonia	compressed liquified gas	TBD			TBD
Ammonia and flood water mix	liquid	4900 gallons		none	non-hazardous
Oily Debris	Solid	TBD			TBD

2.2 Planning Section

2.2.1 Anticipated Activities

Crews will continue removing oil from water in the vicinity of the wreck and will progress to lightly oiled areas and areas of oil staining further from the scene. Canadian Pacific Railroad assessment crews will assess shoreline down gradient from the scene of the wreck.

2.2.1.1 Planned Response Activities

Rail cars and locomotives that have been staged will be readied to be scrapped. This includes a transloading operation of the three derailed anhydrous ammonia tank cars in the staging area. The three tanker cars will be emptied of product and rendered inert before scrapping. The timeframe given for the transloading operation to begin is 2-3 weeks.

Engineering crews will continue to rebuild the railroad tracks. Estimated time to completion is September 9.

2.2.1.2 Next Steps

Pockets of discharged petroleum will be removed from the water. A downstream assessment will be

conducted to in an effort to locate any areas impacted by fuel/lubricating oil downstream of the wreck site.

2.2.2 Issues

Rain is forecast for an area that remains saturated Friday, September 2 and Saturday, September 3.

2.3 Logistics Section

Logistics is being handled by the Responsible Party.

2.4 Finance Section

2.4.1 Narrative

The Oil Spill Liability Trust Fund has been opened to pay for costs associated to assess and cleanup oil released during the derailment. The new oil project number is E21704.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
TAT/START	\$8,000.00	\$1,000.00	\$7,000.00	87.50%
Intramural Costs				
USEPA - Direct	\$10,000.00	\$8,000.00	\$2,000.00	20.00%
USEPA - InDirect	\$7,000.00	\$3,000.00	\$4,000.00	57.14%
Total Site Costs	\$25,000.00	\$12,000.00	\$13,000.00	52.00%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

2.5 Other Command Staff

2.5.1 Safety Officer

Matthew Stokes, contractor for CPR

2.5.2 Liaison Officer

None at this time

2.5.3 Information Officer

Karen Grimes, IDNR
David Bryan, US EPA
Andy Cummings, Canadian Pacific Railroad

3. Participating Entities

3.1 Unified Command

As of the morning of 8/31, the New Hampton Fire Department relinquished command of scene to Canadian Pacific and regulatory authorities due to the absence of potential IDLH conditions. Canadian Pacific, IDNR and USEPA are coordinating pollution response efforts at the scene.

3.2 Cooperating Agencies

Iowa Department of Natural Resources
Chickasaw County Emergency Management
Chickasaw County Sheriff's Department
Chickasaw County Health Department

4. Personnel On Site

EPA OSCs - 2

IDNR - 1

Canadian Pacific Railroad had 18 environmental response crew working today and 3 assessment crew.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

<https://response.epa.gov/newhamptontrainderailment>

6.2 Reporting Schedule

Daily Pollution Reports

7. Situational Reference Materials

No information available at this time.